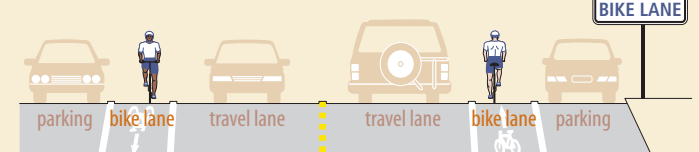


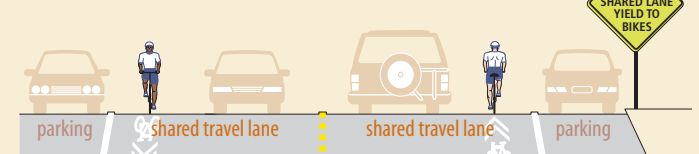
Types of Bikeways

Bike Lanes



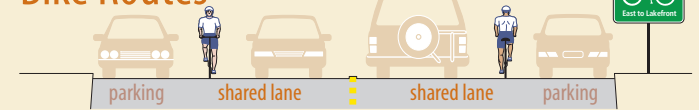
- 5' to 6' wide section on each side of the street reserved for bicycle use.
- Usually established on streets with lots of traffic.
- Special pavement markings and signs identify the lanes.

Marked Shared Lanes



- Cars and bicycles share the street.
- Usually established on streets with lots of traffic that are too narrow for bike lanes.
- Special pavement markings direct bicyclists to ride outside the "Door Zone" (see "Door Zone" panel). Markings and signs also encourage cars to share the lane with bicyclists.

Bike Routes



- Cars and bicycles share the lane.
- Many bike routes have signs showing the direction and distance to the destinations (e.g. the Loop, the lakefront).
- Bike routes are usually on streets that aren't wide enough for bike lanes but are good streets for biking.

Multi-use Trails

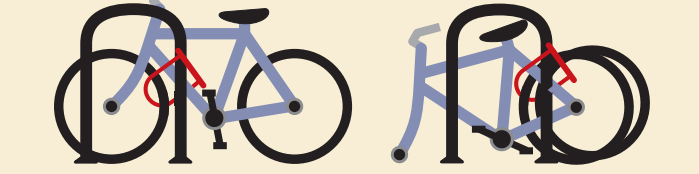


- Paved paths separated from the road for bicyclists, walkers, runners, and in-line skaters (such as the Lakefront Trail).

Theft Prevention

Most bike thefts are due to unlocked or improperly locked bikes. Following these tips will help prevent your bike from being stolen:

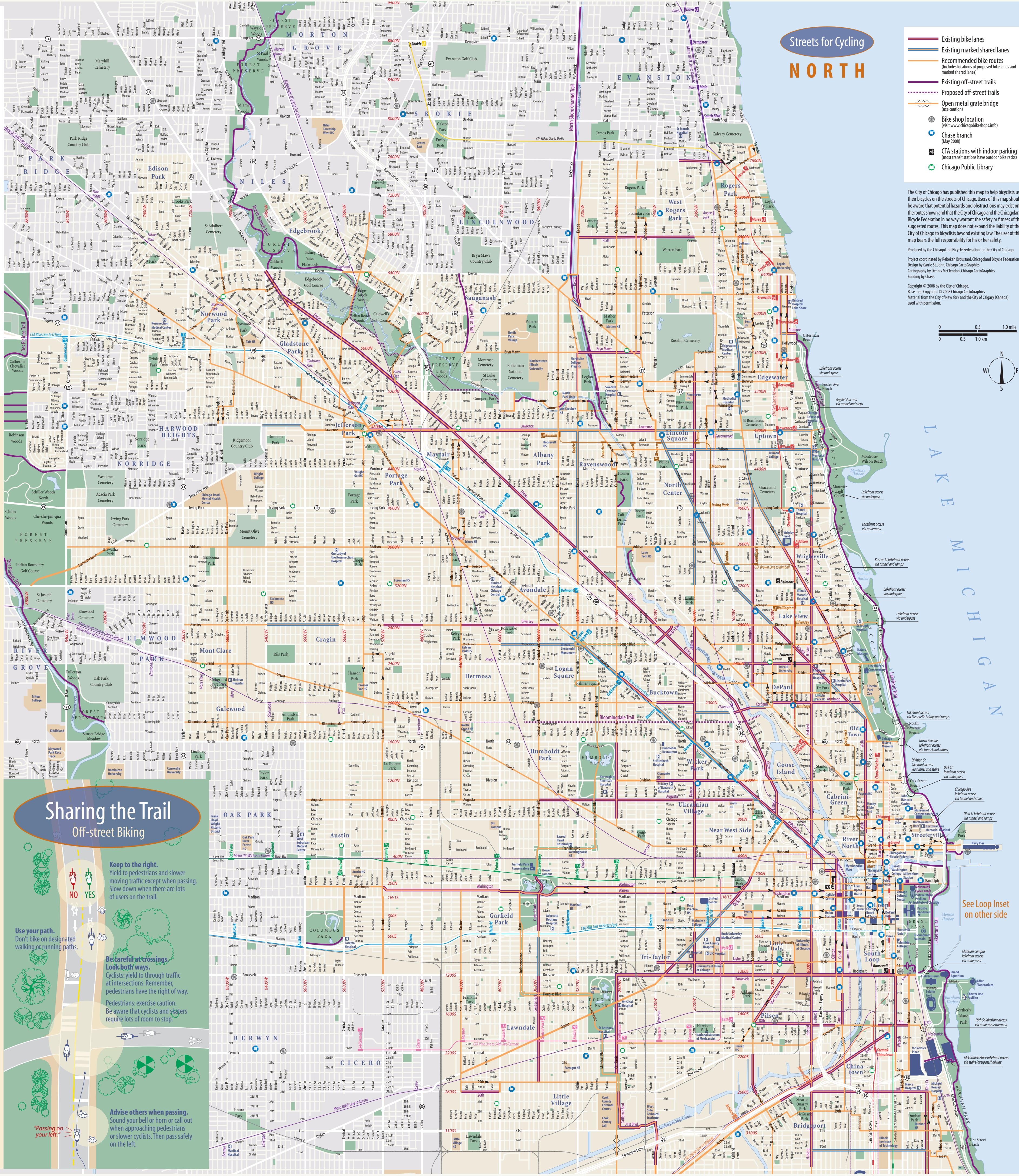
- **Never** leave your bike unlocked, not even for a second.
- **Always** use a high quality U-lock or chain. For added security, use both.



1 Always lock the frame and front wheel to either a rack or pole (see illustration 1).

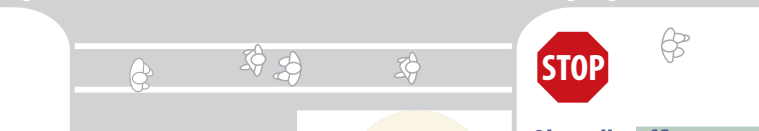
2 For extra security remove the front wheel and lock it with the frame and rear wheel (see illustration 2).

Note Some bike locks with cylindrical keys may be opened with a pen or similar object. Check with your local bike shop to determine the need to upgrade or replace your lock.



Sharing the Road

Biking on Streets



Obey all traffic regulations. Riding predictably and following the law are the keys to safe bicycling on Chicago streets. Knowing and following the rules help all road users properly anticipate and react to each other.

Ride in a straight line. Avoid weaving between parked cars. Ride in a straight line at least 4 feet away from parked cars to avoid the Door Zone (see below).

Never ride against traffic. Riding against traffic is dangerous and illegal. Motorists and pedestrians are not looking for cyclists riding the wrong way down a street.

Don't ride on the sidewalk. Chicago law prohibits biking on a sidewalk if you are 12 years old or older, unless it is marked as a bike route.

When necessary, use entire travel lane. Move toward the center when the lane is too narrow for motorists to pass safely or when you're moving at the same speed as traffic.

To cross an intersection, use the lane farthest to the right that points to where you are going. Follow lane markings to cross an intersection. If you can't change lanes to turn left, ride across the street to the other side and align your bike with traffic.

The Door Zone is the 4 feet along the side of a parked car where an opening door can hit and seriously injure a cyclist.

When riding in a bike lane, ride on the left side of the lane—at least 4 feet from parked cars.

Look inside each parked car before you pass it. If you're unable to see someone inside or you spot someone inside, move outside the Door Zone, or slow down and pass carefully.

Watch behind you. Keep track of traffic behind you, so you'll know whether you have enough room if you must swerve suddenly out of the Door Zone. A mirror helps you see traffic behind you as you pedal forward.

- Existing bike lanes
- Existing marked shared lanes
- Recommended bike routes (includes location of proposed bike lanes and marked shared lanes)
- Existing off-street trails
- Proposed off-street trails
- Open metal grate bridge (see caution)
- Bike shop location (visit www.chicagobikeshops.info)
- Chase branch (May 2008)
- CTA stations with indoor parking (most transit stations have outdoor bike racks)
- Chicago Public Library

The City of Chicago has published this map to help bicyclists use their bicycles on the streets of Chicago. Users of this map should be aware that potential hazards and obstructions may exist on the routes shown and that the City of Chicago and the Chicagoland Bicycle Federation in no way warrant the safety or fitness of the suggested routes. This map does not expand the liability of the City of Chicago to bicyclists beyond existing law. The user of this map bears the full responsibility for his or her safety.

Produced by the Chicagoland Bicycle Federation for the City of Chicago.

Project coordinated by Robert K. Bousquet, Chicagoland Bicycle Federation. Design by Carrie St. John, Chicago Cartographics. Cartography by Dennis McClelland, Chicago Cartographics. Funding by Chase.

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